

SAILING DIRECTIONS CORRECTIONS

PUB 125 **7 Ed 2003** **LAST NM 43/03**

Page 20—Line 17/R; insert after:

Manta is a medium size commercial port.
(BA NP 7) 49/03

Page 20—Line 29/R; insert after:

It was reported that the harbor was dredged in 1999 and that there are depths from 10 to 12m in the vicinity of the piers.
(BA NP 7) 49/03

PUB 160 **2 Ed 2002** **LAST NM 48/03**

Page III—Line 20/L; read:

Notice to Mariners, as well as on the NIMA Maritime Safety Information Division website (http://164.214.12.145/untm/untm_j_pubscorrect_query.html?class_flag=N).
(NIMA) 49/03

Page III—Lines 25/L to 44/R; read:

Bearings.—Bearings are true, and are expressed in degrees from 000° (north) to 360°, measured clockwise. General bearings are expressed by the initial letters of the points of the compass (e.g. N, NNE, NE, etc.). Adjective and adverb endings have been discarded. Wherever precise bearings are intended degrees are used.

Corrective Information.—Corrective information and other comments about this publication can be forwarded to NIMA, as follows:

1. Mailing address—
MARITIME SAFETY INFORMATION DIVISION
ST D 44
NATIONAL IMAGERY AND MAPPING
AGENCY
4600 SANGAMORE ROAD
BETHESDA MD 20816-5003
2. E-mail address—
sdpubs@nima.mil

Courses.—Courses are true, and are expressed in the same manner as bearings. The directives “steer” and “make good” a course mean, without exception, to proceed from a point of origin along a track having the identical meridional angle as the designated course. Vessels following the directives must allow for every influence tending to cause deviation from such track, and navigate so that the designated course is continuously being made good.

Currents.—Current directions are the true directions toward which currents set.

Distances.—Distances are expressed in nautical miles of 1 minute of latitude. Distances of less than 1 mile are expressed in meters, or tenths of miles.

Geographic Names.—Geographic names are generally those used by the nation having sovereignty. Names in parentheses following another name are alternate names that may appear on some charts. In general, alternate names are

quoted only in the principal description of the place. Diacritical marks, such as accents, cedillas, and circumflexes, which are related to specific letters in certain foreign languages, are not used in the interest of typographical simplicity.

Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.

Heights.—Heights are referred to the plane of reference used for that purpose on the charts and are expressed in meters.

Internet Links.—This publication provides Internet links to web sites concerned with maritime navigational safety, including but not limited to, Federal government sites, foreign Hydrographic Offices, and foreign public/private port facilities. NIMA makes no claims, promises, or guarantees concerning the accuracy, completeness, or adequacy of the contents of these web sites and expressly disclaims any liability for errors and omissions in the contents of these web sites.

Lights and Fog Signals.—Lights and fog signals are not described, and light sectors are not usually defined. The Light Lists should be consulted for complete information.

National Ocean Claims.—Information on national ocean claims, which has been compiled from the best available sources, is provided solely in the interest of the navigational safety of shipping and in no way constitutes legal recognition by the United States. These non-recognized claims and requirements may include, but are not limited to:

1. A requirement by a state for advance permission or notification for innocent passage of warships in the territorial sea.
2. Straight baseline, internal waters, or historic waters claims.
3. The establishment of a security zone, where a state claims to control activity beyond its territorial sea for security reasons unrelated to that state's police powers in its territory, including its territorial sea.

Radio Navigational Aids.—Radio navigational aids and radio weather services are not described in detail. Publication No. 117 Radio Navigational Aids and NOAA Publication, Selected Worldwide Marine Weather Broadcasts, should be consulted.

Soundings.—Soundings are referred to the datum of the charts and are expressed in meters.

Special Warnings.—Special Warnings may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. Special Warnings are also available on the Maritime Safety Information Division website (http://164.214.12.145/warn/warn_j_query.html).

Winds.—Wind directions are the true directions from which winds blow.
(NIMA) 49/03

PUB 160 (Continued)

Page IV—Lines 1 to 5/L; strike out.
(NIMA)

49/03

Page 7—Bottom table; replace with below:

U. S. Embassy Argentina Home Page
<http://buenosaires.usembassy.gov>

(NIMA)

49/03

Page 27—Bottom table; replace with below:

U. S. Embassy Australia Home Page
<http://canberra.usembassy.gov>

(NIMA)

49/03

Page 33—Line 9/L; insert after:

Navigational Information**34**

(NIMA)

49/03

Page 34—Line 4/R; insert after:

Navigational Information

The maritime territorial claims of Bahrain are, as follows:

Territorial Sea 12 miles.

Contiguous Zone 24 miles.

(NIMA)

49/03

Page 36—Bottom table; replace with below:

U. S. Embassy Bangladesh Home Page
<http://dhaka.usembassy.gov>

(NIMA)

49/03

Page 38—Bottom table; replace with below:

U. S. Embassy Benin Home Page
<http://cotonou.usembassy.gov>

(NIMA)

49/03

Page 43—Line 14/R; insert after:

A series of Maritime Rescue Coordination Centers (MRCC) is located, as follows:

1. MRCC Brazil (Rio de Janeiro)—Can be contacted by e-mail, as follows:

mrccbrazil@con.mar.mil.br

2. MRCC South (Rio Grande)
3. MRCC Southeast (Rio de Janeiro)
4. MRCC East (Salvador)
5. MRCC Northeast (Natal)

6. MRCC North (Belem)

A network of coast radio stations maintains a continuous listening watch on international distress frequencies.

Vessel Reporting System

(BA NP 285)

49/03

Page 43—Lines 20 to 21/R; read:

To achieve this goal, Brazil uses the Maritime Traffic Information System (SISTRAM), an electronic information system for maritime traffic operated by the Naval Command for the Control of Maritime Traffic (COMCONTRAM). This system tracks all

(BA NP 281(2))

49/03

Page 43—Lines 38 to 40/R; read:

free when sent to COMCONTRAM through the Brazilian Coastal Radio Stations Network (RENEC).

(BA NP 281(2))

49/03

Page 43—Line 53/R; read:

through RENEc.

(BA NP 281(2))

49/03

Page 44—Line 4/L; read:

SISTRAM Area

(NIMA)

49/03

Page 44—Lines 22 to 23/L; read:

Brazilian port, or when entering the Brazilian SISTRAM area from other ports.

(NIMA)

49/03

Page 44—Lines 43 to 44/L; read:

entering the destination port or when exiting the SISTRAM area.

(NIMA)

49/03

Page 44—Lines 1 to 3/R; read:

For further details, vessels may contact COMCONTRAM, as follows:

(NIMA)

49/03

Page 50—Bottom table; replace with below:

U. S. Embassy Cameroon Home Page
<http://yaounde.usembassy.gov>

(NIMA)

49/03

Page 57—Line 7/L; insert after:

Navigational Information

(NIMA)

58

49/03

PUB 160 (Continued)

Page 58—Line 3/R; insert after:

Navigational Information

The maritime territorial claims of Djibouti are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

* Nuclear-powered vessels and vessels transporting nuclear materials or other radioactive substances are required to give notice prior to entering the territorial sea.

(NIMA) 49/03

Page 59—Line 8/L; insert after:

Navigational Information(NIMA) **60** 49/03

Page 60—Line 39/L; insert after:

Navigational Information

The maritime territorial claims of Egypt are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	Depth of 200m or the Limit of Exploitation.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Also considered a Security Zone. Egypt claims the right to prior permission for entry of nuclear-powered vessels, vessels carrying nuclear materials, and foreign vessels carrying hazardous or other wastes.

(NIMA) 49/03

Page 64—Bottom table; strike out.

(NIMA) 49/03

Page 64—Lines 10 to 22/R; read:

U.S. Embassy

The U.S. Embassy in Equatorial Guinea reopened in 2003 headed by a U.S. Foreign Services Officer. The U.S. Ambassador to Cameroon, who is also the accredited U.S. Ambassador to Equatorial Guinea, will operate in the U.S. Embassy in Cameroon.

U. S. Embassy Equatorial Guinea Home Page http://usembassy.state.gov/malabo

The mailing addresses for the U.S. Embassy in Cameroon are, as follows:

1. Cameroon address—
P.O. Box 817
Yaounde
2. U.S. address—
American Embassy Yaounde
Department of State
Washington DC 20521-2520

U. S. Embassy Cameroon Home Page http://yaounde.usembassy.gov
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(Department of State) 49/03

Page 65—Line 7/L; insert after:

Navigational Information **66**

(NIMA) 49/03

Page 66—Line 7/L; insert after:

Navigational Information

No information on the maritime claims of Eritrea is available.

(NIMA) 49/03

Page 78—Bottom table; replace with below:

U. S. Embassy Ghana Home Page http://usembassy.state.gov/accra

(NIMA) 49/03

Page 88—Lines 38 to 49/R; read:

Rescue Operations (SAR) in the Indian Search and Rescue Region (ISRR). For the limits of the ISRR, see Ship Reporting System—INDSAR.

The ISRR is divided into three subregions, each with an assigned Maritime Rescue Coordination Center (MRCC) and several assigned Maritime Rescue Coordination Subcenters (MRSC). Many centers can be reached by e-mail, as follows:

Western Region

MRCC Mumbai	cgmumbai@bon3.vsnl.net.in
MRSC Porbandar	comdislad1@sancharnet.in
MRSC Goa	cgaegoa@goate.com
MRSC New Mangalore	cgman@sancharnet.in
MRSC Kochi	—

Eastern Region

MRCC Chennai	isareast@md3.vsnl.net.in
	cgpoorav@md2.vsnl.net.in
MRSC Tuticorin	—
MRSC Vizag	—
MRSC Paradip	cgdhqpdp@dte.vsnl.net.in

PUB 160 (Continued)

MRSC Haldia cdghq8@cal2.vsnl.net.in

Andaman and Nicobar Region

MRCC Port Blair pblcgrhqan@sancharnet.in

MRSC Diglipur —

MRSC Campbell Bay —

Ship Reporting System—INSPIRES

(BA NP 286(5); BA NM 45/03, Section VI) 49/03

Page 90—Lines 13 to 14/L; read:
COMCEN.

Ship Reporting System—INDSAR

The India Ship Reporting System for SAR (INDSAR) is a voluntary system designed to contribute to the safety of life at sea. It is designed to be used by foreign-flag vessels over 300 gross tons operating or transiting in the Indian Search and Rescue Region (ISRR). The ISRR consists of the waters adjoining the Indian coast within the limits defined by the following:

- a. 21°00'N, 68°15'E.
- b. 12°00'N, 63°00'E.
- c. 12°00'N, 60°00'E.
- d. 6°00'S, 60°00'E.
- e. 6°00'S, 68°00'E.
- f. 0°00', 68°00'E.
- g. 8°00'N, 73°00'E.
- h. 6°10'N, 78°00'E.
- i. 10°00'N, 80°00'E.
- j. 10°00'N, 82°00'E.
- k. 6°00'N, 92°00'E.
- l. 6°00'N, 97°32'E.

The objective of INDSAR is to contribute to the safety of life at sea by:

1. Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
2. Limiting the search area for a rescue action.
3. Providing up-to-date information on shipping resources available in the area in the event of a SAR incident.

INDSAR is supplementary to INSPIRES and is an advanced computerized system operated and maintained by the Indian Coast Guard through the Maritime Rescue Coordination Center in Mumbai. Participation in INDSAR is voluntary and vessels will not incur any charges, if the INDSAR report is sent to MRCC Mumbai through Inmarsat C using code 43, or additional responsibilities other than those that already exist under SOLAS 74 and SAR 79.

The efficiency of INDSAR depends on the number of vessels regularly participating in the system. The more vessels maintained in the computerized plot, the greater the chance that a vessel will be identified near the position of distress. Since INDSAR will identify the most suitable vessel(s) to respond to a vessel in distress, MRCC Mumbai can release other vessels to continue their voyage.

The following actions are taken during a vessel's participation in INDSAR:

1. Upon departure from an Indian port or upon entering the ISSR area from overseas, masters are required to send a Sailing Plan (SP) or an Entry Report (ENR) to MRCC Mumbai by Inmarsat C on code 43.

2. A computerized plot of the vessel's position will be maintained by the Indian Coast Guard through MRCC Mumbai.

3. Masters are required to send a Position Report (PR) each day at a convenient time chosen by the vessel. The maximum time between any two reports is not to exceed 24 hours. All dates and times in INDSAR reports are to be in UTC.

4. A Final Report (FR) or an Exit Report (EXR) is to be sent on arrival at the destination or on departure from the INDSAR area.

There are six types of messages, each containing a selection of the items listed in the Message Format in the accompanying table, as follows:

1. **Sailing Plan (SP).**—This report contains the complete routing information for the vessel and should be sent a few hours before departure, upon departure, or within a few hours after departure from a port within the limits of the ISRR. It must contain enough information to predict the vessel's actual position within 25 miles at any time during the voyage.

2. **Entry Report (ENR).**—This report contains the complete routing information for the vessel and should be sent a few hours before entry, upon entry, or within a few hours after entry into the limits of the ISRR from overseas. It must contain enough information to predict the vessel's actual position within 25 miles at any time during the voyage.

3. **Position Report (PR).**—This report should be sent within 24 hours of departing a port within the limits of the ISRR or when entering the limits of the ISRR from overseas; it should then be sent at least once every 24 hours thereafter. The destination should be included, at least in the first few reports, in case INDSAR has not received the SP or ENR information.

4. **Deviation Report (DR).**—This report should be sent whenever any voyage information changes which could affect INDSAR's ability to accurately predict the vessel's position. Changes in course and speed due to weather, change in destination, diverting to evacuate a sick or injured crewman, diverting to assist another vessel, or any other deviation from the original SP or ENR should be reported as soon as possible.

5. **Final Report (FR).**—This report should be sent upon arrival at the port of destination. This report terminates the vessel's voyage in the INDSAR computer.

6. **Exit Report (EXR).**—This report should be sent upon exiting the ISRR. This report terminates the vessel's voyage in the INDSAR computer.

If the vessel is unable to pass a PR, FR, or EXR through normal methods, the vessel should attempt to pass the message through another vessel, through a harbor authority, or through another shore authority, as appropriate.

Format of messages.—The first line begins with INDSAR, followed by a slash (/), the report type (SP, ENR, etc.), and ends with a double slash (//). Each remaining line

PUB 160 (Continued)

begins with a specified letter, followed by a slash (/), to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (/). All reports end with a Z (end of report) line.

Note.—All reports are to be prefixed INDSAR and can be transmitted to MRCC Mumbai by the following:

1. Telephone: +91-22-24376133
+91-22-24301455
2. Telex: 011 71381 BMCG IN
3. Fax: +91-22-24333727
4. INMARSAT-C: 441907210
5. E-mail: indsar@vsnl.net

INDSAR Message Format							
Ident- fier	Content	SP	ENR	PR	DR	FR	EXR
A/	Vessel's name/Call sign//	X	X	X	X	X	X
B/	Time (UT (GMT))//—(date and time of report 6 digits, day of month 2 digits, and hour and minutes is a 4 digits)	X	X	X	X		
C/	Lat/Long//—(latitude is 4-digit group in degrees and minutes with N or S; longitude is 4-digit group in degrees and minutes E)	X	X	X	X		
E/	Course//—(true heading is a 3-digit group)	X	X	X	X		
F/	Speed//—(knots and tenths of knots e.g. 155=15.5)	X	X	X	X		
G/	Port of departure//—(name of last port of call)	X	X				
I/	Destination/ETA//—(port and ETA as expressed in B)	X	X	R	X ¹		X
K/	Time/point of exit from system//—(time as expressed in B; position as expressed in C)					X	
L/	Route//—(position of each turn point should be given as expressed in C, together with type of intended track between e. g. RL=Rhumb Line, GC=Great Circle or Coast {in this case ETA of passing significant points expressed as expressed in B should be given})	O	O		X ²		
M/	Radio communications//—(state full name of stations and frequencies guarded)	X	X	X	O		
T/	Vessel's agent//—(name and particulars)	I	I	I	I	I	I
U/	Vessel size/type//—(length, beam in meters, grt, and type)	I	I	I	I	I	I
V/	Medical personnel//—(doctor, physician's assistant, nurse, or no medic)	O	O				
W/	Number of persons on board//						
X/	Remarks//—(other information; brief details)	O	O	O	O		
Z/	EOR//	X	X	X	X	X	X

Key to Symbols:

X—Required information.

X¹—Required information if destination or route changes. This line is always strongly recommended, even when not required.

X²—Required information if destination or route changes.

I—Must be included by all Indian vessels. Other vessels may include these items in the Sailing Plan (SP) at their discretion.

O—Optional information.

R—Recommended information.

Note.—The International Code of Signals should be used to send messages when language problems exist.

Signals

(BA NP 286(1); BA NM 29/03, Section VI)

49/03

PUB 160 (Continued)

Page 94—Bottom table; replace with below:

<p>U. S. Embassy India Home Page http://newdehli.usembassy.gov</p>
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(NIMA) 49/03

Page 105—Bottom table; replace with below:

<p>U. S. Embassy Indonesia Home Page http://jakarta.usembassy.gov</p>
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(NIMA) 49/03

Page 107—Line 8/L; insert after:

Navigational Information 108
 (NIMA) 49/03

Page 108—Line 5/R; insert after:

Navigational Information

The maritime territorial claims of Iran are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone ***	—
Continental Shelf ***	—

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Claims security jurisdiction in the Contiguous Zone.

*** Fisheries Zone and Continental Shelf extend to median line equidistant from baseline of neighbors.

(NIMA) 49/03

Page 109—Line 8/L; insert after:

Navigational Information 110
 (NIMA) 49/03

Page 110—Line 3/R; insert after:

Navigational Information

The maritime territorial claims of Iraq are, as follows:

Territorial Sea	12 miles.
Continental Shelf	No specified limit.
(NIMA)	49/03

Page 113—Line 7/L; insert after:

Navigational Information 114
 (NIMA) 49/03

Page 114—Line 33/L; insert after:

Navigational Information

The maritime territorial claims of Israel are, as follows:

Territorial Sea	12 miles.
Continental Shelf	Limit of Exploitation.
(NIMA)	49/03

Page 119—Line 7/L; insert after:

Navigational Information 120
 (NIMA) 49/03

Page 120—Line 15/L; insert after:

Navigational Information

The only maritime territorial claim of Jordan is a territorial sea of 3 miles.

(NIMA) 49/03

Page 123—Line 8/L; insert after:

Navigational Information 124
 (NIMA) 49/03

Page 124—Line 28/L; insert after:

Navigational Information

The only maritime territorial claim of Kuwait is a territorial sea of 12 miles.

(NIMA) 49/03

Page 138—Line 33/L; insert after:

General
 (NIMA) 49/03

Page 138—Line 14/R; insert after:

Pollution Reports

The Principal Officer South African Maritime Safety Authority (SAMSA) shall be notified of discharge of oil and/or damage to vessels when navigating within 50 miles of the coasts of South Africa and Namibia. For further information, see South Africa—Regulations—Pollution Reports.

(BA NP 281(1)) 49/03

Page 138—Line 20/R; insert after:

The waters of Namibia lie within the area of responsibility for the South African Ship Reporting System. For further information, see South Africa—Search and Rescue—Ship Reporting System.

(NIMA) 49/03

PUB 160 (Continued)

Page 141—Bottom table; replace with below:

U. S. Embassy Nigeria Home Page http://abuja.usembassy.gov

(NIMA)

49/03

Page 143—Line 9/L; insert after:

Navigational Information
(NIMA)

144

49/03

Page 144—Line 37/R; insert after:

Navigational Information

The maritime territorial claims of Oman are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone	200 miles.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

(NIMA)

49/03

Page 147—Line 8/L; insert after:

Navigational Information
(NIMA)

148

49/03

Page 148—Line 35/R; insert after:

Navigational Information

The maritime territorial claims of Pakistan are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Requires foreign supertankers, nuclear-powered ships, and ships carrying nuclear materials to give prior notice before entering the territorial sea.

** Also considered a Security Zone.

(NIMA)

49/03

Page 152—Bottom table; replace with below:

U. S. Embassy Paraguay Home Page http://asuncion.usembassy.gov
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(NIMA)

49/03

Page 153—Line 8/L; insert after:

Navigational Information
(NIMA)

154

49/03

Page 154—Line 5/R; insert after:

Navigational Information

The maritime territorial claims of Qatar are, as follows:

Territorial Sea	12 miles.
Contiguous Zone	24 miles.
Fisheries or Economic Zone *	—
Continental Shelf	200 miles or the Continental Margin.

* Extends to median line with neighboring states.

(NIMA)

49/03

Page 157—Line 8/L; insert after:

Navigational Information
(NIMA)

158

49/03

Page 158—Line 21/L; insert after:

Navigational Information

The maritime territorial claims of Saudi Arabia are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	18 miles.
Continental Shelf	No specified limit.

* Claims power to regulate nuclear-powered vessels in the territorial sea and to require prior authorization for such vessels.

** Also considered a Security Zone.

(NIMA)

49/03

Page 166—Line 54/R; insert after:

g. Horsburgh Light.
(Singapore Port Information, 2003)

49/03

Page 166—Bottom table; replace with below:

U. S. Embassy Singapore Home Page http://singapore.usembassy.gov

(NIMA)

49/03

PUB 160 (Continued)

Page 167—Table in column right; replace with below:

STRAITREP Communications		
Sector	VHF channel	VTs authority
1	66	Klang VTS
2	88	Klang VTS
3	84	Klang VTS
4	61	Klang VTS
5	88	Klang VTS
6	88	Johor VTS
7	73	Singapore VTS
8	14	Singapore VTS
9	10	Singapore VTS

(Singapore Port Information, 2003)

49/03

Page 171—Line 8/L; insert after:

Navigational Information

172

(NIMA)

49/03

Page 172—Line 14/R; insert after:

Navigational Information

The only maritime territorial claims of Somalia is a territorial sea of 200 miles. It also requires advance permission or notification for innocent passage of warships in the territorial sea.

(NIMA)

49/03

Page 177—Line 36/L; read:

within 50 miles of the coasts of South Africa and Namibia:

(BA NP 281(2))

49/03

Page 183—Bottom table; replace with below:

U. S. Embassy South Africa Home Page http://pretoria.usembassy.gov
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(NIMA)

49/03

Page 193—Line 7/L; insert after:

Navigational Information

194

(NIMA)

49/03

Page 194—Line 4/R; insert after:

Navigational Information

The maritime territorial claims of Sudan are, as follows:

Territorial Sea * 12 miles.

Contiguous Zone ** 18 miles.

Continental Shelf Depth of 200m or the Limit of Exploitation.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Also considered a Security Zone.

(NIMA)

49/03

Page 200—Bottom table; replace with below:

U. S. Embassy Thailand Home Page http://bangkok.usembassy.gov
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(NIMA)

49/03

Page 202—Bottom table; replace with below:

U. S. Embassy Togo Home Page http://lome.usembassy.gov
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(NIMA)

49/03

Page 203—Line 9/L; insert after:

Navigational Information

204

(NIMA)

49/03

Page 204—Line 9/R; insert after:

Navigational Information

The maritime territorial claims of the United Arab Emirates are, as follows:

Territorial Sea * 12 miles.

Contiguous Zone 24 miles.

Fisheries or Economic Zone ** 200 miles.

Continental Shelf 200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea.

** Extends to agreed Continental Shelf boundaries or to median lines.

(NIMA)

49/03

PUB 160 (Continued)

Page 208—Bottom right table; replace with below:

U. S. Embassy Uruguay Home Page
<http://uruguay.usembassy.gov>

(NIMA) 49/03

Page 209—Line 8/L; insert after:

Navigational Information 210
 (NIMA) 49/03

Page 210—Line 10/R; insert after:

Navigational Information

The maritime territorial claims of Yemen are, as follows:

Territorial Sea *	12 miles.
Contiguous Zone **	24 miles.
Fisheries or Economic Zone	200 miles.
Continental Shelf	200 miles or the Continental Margin.

* Requires advance permission or notification for innocent passage of warships in the territorial sea. Claims a notice requirement for warships, nuclear-powered vessels, and vessels transporting nuclear materials or other radioactive substances prior to entering the territorial sea.

** Also considered a Security Zone.

(NIMA) 49/03

PUB 173 7 Ed 2002 LAST NM 38/03

Page 11—Line 35/L; insert after:

A container terminal jetty lies close to Navinal Point. The terminal is approached from the SE through a channel marked by lighted buoys. The channel is maintained to a depth of 14.5m.

(BA NM 25/03, Section IV) 49/03

Page 40—Line 2/L; insert after:

A dangerous wreck lies in anchorage A5.

(BA NM 25/03, Section IV) 49/03

Page 57—Line 5/R; read:

Depths—Limitations.—Ships with a draft of 14m can enter

(BA NP 38) 49/03

Page 136—Line 9/R; insert after:

The port has a large turning basin 520m in diameter.

(BA NP 38) 49/03

PUB 180 3 Ed 2002 LAST NM 48/03

Page III—Lines 17 to 21/L; read:

In the period between editions, important information, which may amend material in the publication, is published in the Notice to Mariners, as well as on the NIMA Maritime Safety Information Division website (http://164.214.12.145/untm/untm_j_pubscorrect_query.html?class_flag=N).

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Page III—Lines 32/L to 44/R; read:

Bearings.—Bearings are true, and are expressed in degrees from 000° (north) to 360°, measured clockwise. General bearings are expressed by the initial letters of the points of the compass (e.g. N, NNE, NE, etc.). Adjective and adverb endings have been discarded. Wherever precise bearings are intended degrees are used.

Corrective Information.—Corrective information and other comments about this publication can be forwarded to NIMA, as follows:

1. Mailing address—

MARITIME SAFETY INFORMATION DIVISION
 ST D 44
 NATIONAL IMAGERY AND MAPPING
 AGENCY
 4600 SANGAMORE ROAD
 BETHESDA MD 20816-5003

2. E-mail address—

sdpubs@nima.mil

Courses.—Courses are true, and are expressed in the same manner as bearings. The directives “steer” and “make good” a course mean, without exception, to proceed from a point of origin along a track having the identical meridional angle as the designated course. Vessels following the directives must allow for every influence tending to cause deviation from such track, and navigate so that the designated course is continuously being made good.

Currents.—Current directions are the true directions toward which currents set.

Distances.—Distances are expressed in nautical miles of 1 minute of latitude. Distances of less than 1 mile are expressed in meters, or tenths of miles.

Geographic Names.—Geographic names are generally those used by the nation having sovereignty. Names in parentheses following another name are alternate names that may appear on some charts. In general, alternate names are quoted only in the principal description of the place. Diacritical marks, such as accents, cedillas, and circumflexes, which are related to specific letters in certain foreign languages, are not used in the interest of typographical simplicity.

Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.

Heights.—Heights are referred to the plane of reference used for that purpose on the charts and are expressed in meters.

Internet Links.—This publication provides Internet links to web sites concerned with maritime navigational safety, including but not limited to, Federal government sites, foreign Hydrographic Offices, and foreign public/private port facilities.

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ties. NIMA makes no claims, promises, or guarantees concerning the accuracy, completeness, or adequacy of the contents of these web sites and expressly disclaims any liability for errors and omissions in the contents of these web sites.

Lights and Fog Signals.—Lights and fog signals are not described, and light sectors are not usually defined. The Light Lists should be consulted for complete information.

National Ocean Claims.—Information on national ocean claims, which has been compiled from the best available sources, is provided solely in the interest of the navigational safety of shipping and in no way constitutes legal recognition by the United States. These non-recognized claims and requirements may include, but are not limited to:

1. A requirement by a state for advance permission or notification for innocent passage of warships in the territorial sea.
2. Straight baseline, internal waters, or historic waters claims.
3. The establishment of a security zone, where a state claims to control activity beyond its territorial sea for security reasons unrelated to that state's police powers in its territory, including its territorial sea.

Radio Navigational Aids.—Radio navigational aids and radio weather services are not described in detail. Publication No. 117 Radio Navigational Aids and NOAA Publication, Selected Worldwide Marine Weather Broadcasts, should be consulted.

Soundings.—Soundings are referred to the datum of the charts and are expressed in meters.

Special Warnings.—Special Warnings may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. Special Warnings are also available on the Maritime Safety Information Division website (http://164.214.12.145/warn/warn_j_query.html).

Winds.—Wind directions are the true directions from which winds blow.

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Page IV—Lines 1 to 14/L; strike out.

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Page 52—Lines 8 to 24/L; read:

Canada. A Joint Rescue Coordination Center (JRCC) are situated in the Canadian Forces base at Halifax, Nova Scotia to coordinate activities in the region. The JRCC is the headquarters of a coordinated network of agencies trained and responsible to search for and aid vessels in distress. There are Canadian Coast Guard officers at the JRCC who are on continuous watch to arrange the response to marine SAR incidents.

Maritime Rescue Coordination Subcenters (MRSC) are maintained at St. John's, Newfoundland and Quebec City. These centers function as subcenters of the above-mentioned JRCC. MRSC St. John's will coordinate the necessary re-

sponse measures during marine SAR incidents in the waters off the coasts of Newfoundland and Labrador. MRSC Quebec will similarly respond to SAR incidents in the waters off the province of Quebec.

All distress situations and requests for assistance should be directed to the appropriate MRSC or JRCC via the nearest Canadian Coast Guard Radio Station, Vessel Traffic System Center, or by any other available means. The MRSCs can be contacted by e-mail, as follows:

MRSC St. John's: mrscs@dfo-mpo.gc.ca

MRSC Quebec City: opcentremrscqbc@dfo-mpo.gc.ca
(BA NP 285) 49/03

Page 66—Line 34/R to Page 67—Line 15/L; read:

Search and Rescue

Sea Rescue

The Danish Armed Forces Command conduct sea rescue operations in Greenland waters from the Sea Rescue Center at Gronnedal on Arsuk Fjord. When aerial assistance is required, the State Air Authority at the Air Rescue Center in Sondre Stromfjord is called.

To ensure all distress calls are received at the Sea Rescue Center, ships N of 57°N and within 250 miles of the Greenland coast should maintain continuous listening watch on 2182 kHz and VHF channel 16 so distress signals can, if necessary, be relayed to the closest Greenland coast radio station.

The Danish police in Greenland organize and control sea rescue operations in local waters.

The responsibility for conducting search and rescue operations is divided between:

1. Greenland Command (GLK), located in Gronnedal, Arsuk Fjord.
2. Air Rescue Center at Sondre Stromfjord.
3. Chief Constable of Greenland.

The Maritime Rescue Coordination Center (MRCC) Gronnedal and a network of coast radio stations maintain a continuous listening watch on international distress frequencies. MRCC Gronnedal can also be contacted by e-mail, as follows:

mrcc@glk.gl

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Page 78—Line 2/L; insert after:

Two Maritime Rescue Coordination Centers (MRCC) coordinate search and rescue operations, as follows:

1. MRCC Oceanic (Joint Icelandic Coast Guard Operations Center) is responsible for ocean rescue and can be contacted by e-mail, as follows:

sar@lhg.is
vms@lhg.is

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2. MRCC Coastal (Icelandic Ship Reporting System Operations Center) is responsible for the coastline and coastal waters and can be contacted by e-mail, as follows:

sjostjorn@landsbjorg.is

A network of coast radio stations, which are remotely controlled from Reykjavik, maintain a continuous listening watch on international distress frequencies.

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Page 89—Lines 5 to 9/L; read:

The Joint Rescue Coordination Centers (JRCC) are located, as follows:

1. SSR South Norway (Stavanger)—South of 65°N.
2. SSR North Norway (Bodo)—North of 65°N.

These centers receive all distress calls and assign the appropriate local rescue center to each incident. The JRCCs can be contacted by e-mail, as follows:

1. JRCC Stavanger: post@jrcc-stavanger.no
2. JRCC Bodo: mailto@jrcc-bodoe.no

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Page 104—Lines 46/L to 3/R; read:

Search and Rescue

The Maritime Rescue Coordination Center (MRCC) Moskva is responsible for coordinating search and rescue operations and working with search and rescue services of neighboring countries. The MRCCs and the Maritime Rescue Coordination Subcenters (MRSC) can be contacted by e-mail, as follows:

MRCC Moskva:	smrcc@morflot.ru
MRCC Murmansk:	rcc@mapm.ru
MRSC Archangelsk:	rcc@mapa.ru

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Page 24—Lines 51 to 53/L; read:

good holding ground, close E of the oil harbor.

A designated anchorage area, with depths of 19 to 30m, lies centered about 3 miles NW of Kalbadagrund Light, W of the main entrance fairway. Generally, anchorage in the outer approaches is not safe except during calm weather.

(Fin NM 5/03) 49/03